

**IN THE SPECIFICATION:**

**In the Drawings:**

Please amend the FIG. 3 of the Drawings in accordance with the proposed changes shown in red-lined on the "Annotated Sheet" attached. Applicant respectfully requests approval of said changes. "Replacement Sheet" incorporating the proposed changes are also attached herewith, for filing, upon approval of the proposed changes.

**In the Description of the Preferred Embodiment of the Invention:**

Please amend the Paragraph beginning on line 1 of page 6 of the application (beginning with "However") and continuing through line 2 of page 7 of the application (ending with "desired.") to read as follows:

**Marked-up version of the amended paragraph (underlined indicates added text):**

However, continuous operation of both electric motors 4 and 5, on smooth and un-inclined terrain which provides good traction, is unnecessary and is therefore undesirable as operation of both will consume extra electrical power and shorten life of the battery charge. That issue might be solved by providing a switch means in the circuit which powers a motor, or by control circuitry which regulates the electrical power delivered to the motors (naturally one would not want to disable both motors simultaneously, but one might want to disable either, so that only one motor, whether it be front 4 or rear 5, is powered, unless terrain conditions require that all four wheels of the vehicle be driven). While this solution is comprehended by the invention, it is not preferred because making a motor inoperative by discontinuing electric power supplied to it leaves it remaining mechanically coupled to the wheels of the vehicle and thereby the inoperative motor constitutes a mechanical drag on the system when the vehicle is in motion. Thus it is preferable to mechanically disconnect an electric motor (whether it be the front 4 or rear 5 motor) when use of that motor is not required by terrain conditions. In the preferred embodiment of the invention this is accomplished by either of two means, each of which is equally preferred, the first of which is to provide the output shaft of the electric motor with a solenoid or inertial means 41A which decouples said output shaft from driving the differential when use of that motor is not required. Those skilled in the art of automobile engineering will be familiar with these kind of disconnects, which are frequently used on automobile starters. The second way is to provide a manually operable means 41B to disengage the motor from the gear it drives in the differential, or to disengage appropriate gearing within the gear train of the differential unit itself. Those skilled in the art of mechanical power transmissions systems will understand how to do this with differentials of various designs. Whatever way it may be accomplished the invention comprehends a

means for mechanically disengaging both the front motor 4, the back motor 5, from axle 2 or 3 (as the respective case may be) when desired.

**Clean version of amended paragraph:**

However, continuous operation of both electric motors 4 and 5, on smooth and un-inclined terrain which provides good traction, is unnecessary and is therefore undesirable as operation of both will consume extra electrical power and shorten life of the battery charge. That issue might be solved by providing a switch means in the circuit which powers a motor, or by control circuitry which regulates the electrical power delivered to the motors (naturally one would not want to disable both motors simultaneously, but one might want to disable either, so that only one motor, whether it be front 4 or rear 5, is powered, unless terrain conditions require that all four wheels of the vehicle be driven). While this solution is comprehended by the invention, it is not preferred because making a motor inoperative by discontinuing electric power supplied to it leaves it remaining mechanically coupled to the wheels of the vehicle and thereby the inoperative motor constitutes a mechanical drag on the system when the vehicle is in motion. Thus it is preferable to mechanically disconnect an electric motor (whether it be the front 4 or rear 5 motor) when use of that motor is not required by terrain conditions. In the preferred embodiment of the invention this is accomplished by either of two means, each of which is equally preferred, the first of which is to provide the output shaft of the electric motor with a solenoid or inertial means 41A which decouples said output shaft from driving the differential when use of that motor is not required. Those skilled in the art of automobile engineering will be familiar with these kind of disconnects, which are frequently used on automobile starters. The second way is to provide a manually operable means 41B to disengage the motor from the gear it drives in the differential, or to disengage appropriate gearing within the gear train of the differential unit itself. Those skilled in the art of mechanical power transmissions systems will understand how to do this with differentials of various designs. Whatever way it may be accomplished the invention comprehends a

means for mechanically disengaging both the front motor 4, the back motor 5, from axle 2 or 3 (as the respective case may be) when desired.